



April 11, 2022

Mr. Billy Nolens
Acting Administrator
Federal Aviation Administration
U.S. Department of Transportation
800 Independence Ave SW
Washington D.C. 20591

Subject: City of Rancho Palos Verdes, CA Passenger Jet Overflights

Dear Mr. Nolens,

I am writing to you on behalf of the residents and City Council of the City of Rancho Palos Verdes (City) located in Los Angeles County on the Palos Verdes Peninsula (Peninsula). The City is, again, bringing aircraft noise complaints to the Federal Aviation Administration's (FAA) attention. The City is a scenic, semi-rural community located approximately 11 miles south of Los Angeles International Airport (LAX), within proximity to over-the-ocean passenger jet flight routes that depart LAX towards a southerly direction.

In the past, the City has raised issues concerning noisy overflights with the FAA and through the Los Angeles World Airports (LAWA) managed LAX Community Noise Roundtable, which the City is a member. In response to these complaints, the FAA has cited that commercial passenger jet aircraft follow the published offshore flight path (OSHNN8, enclosed) for eastern, and northeastern airport destinations, but from time-to-time, air traffic controllers may vector or deviate from the OSHNN8 flight path. It is understood that aircraft, at the direction and discretion of air traffic controllers, may deviate from the OSHNN8 procedure for "safety, separation, operational efficiency, sequencing, or other air traffic control purposes". However, our community members have noted a recent uptick in these deviations causing more noisy commercial jet aircraft to overfly the City's quiet neighborhoods. It is also questioned whether there exists valid reasons air traffic controllers vector aircraft over the peninsula.

The City urges your air traffic controllers to diligently adhere to the published over-the-ocean flight path. **Specifically, the City requests that FAA air traffic controllers adhere to the published offshore flight path (OSHNN8) for LAX departures and if it is deemed necessary to vector passenger jets, please vector the aircraft so that the course change occurs at or east of the HOLTZ waypoint.**

I thank you in advance for accepting this letter and respectfully heeding to the City's request. I look forward to a timely written response and can be reached at 310-544-5202 or via email at aram@rpvca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of two overlapping circles and a line extending to the right.

Ara Michael Mihranian, AICP
City Manager

Enc.

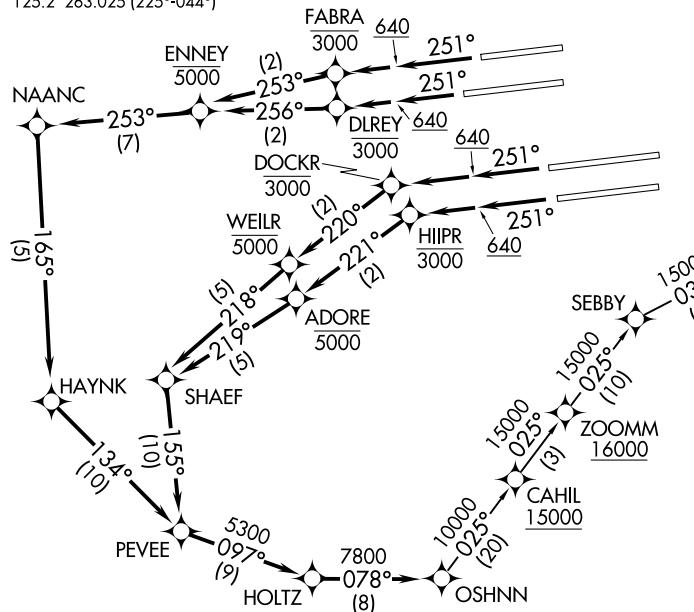
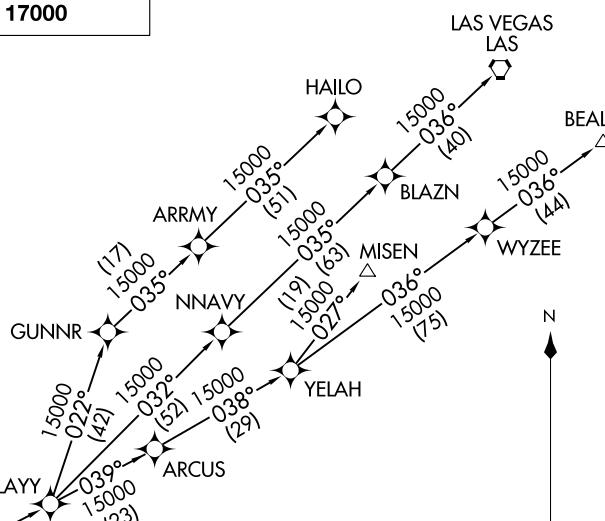
CC: Rancho Palos Verdes City Council
William Wynder, City Legal Counsel

Dr. Raquel Girvin, Western-Pacific Regional Administrator
Federal Aviation Administration Western-Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Air Traffic Manager
Southern California Terminal Radar Approach Control Facilities
9175 Kearny Villa Road
San Diego, CA 92126

OSHNN EIGHT DEPARTURE (RNAV)
(OSHNN8.OSHNN) 17AUG17

D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TOP ALTITUDE:
17000

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: This departure to be used only if unable to use the LOOP/ORCKA DEPARTURES.

NOTE: Rwy 24L/R departure expect RADAR vector to PEVEE prior to NAANC.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.

NOTE: MISEN TRANSITION restricted to aircraft landing LAS complex.

NOTE: HAILO/LAS/NNAVY TRANSITIONS ATC only.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(OSHNN8.OSHNN) 17341
OSHNN EIGHT DEPARTURE (RNAV) AL-237 (FAA)LOS ANGELES INT'L (LAX)
LOS ANGELES, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to OSHNN, thence. . . .

. . . on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

BEALE TRANSITION (OSHNN8.BEALE)

HAILO TRANSITION (OSHNN8.HAILO)

LAS VEGAS TRANSITION (OSHNN8.LAS)

MISEN TRANSITION (OSHNN8.MISEN)

NNAVY TRANSITION (OSHNN8.NNAVY)